severity and purity of taste, as to give earnest of his success. It is not often that an artist in the prime of life, and animated by very noble views in his own art, and a deep feeling of the moral responsibility attached to the gift of surpassing genius, has been afforded such ample space in which to embody his conception of the beautiful and the true. The contemplated pavement, as far as we can understand, will form a circular frieze or band round the tomb, about 8 feet in width, and about 220 feet in its extreme length. On this area the figures will be represented in marbles of different shades, as in the pavement at Siena. The adaptation of the treatment of the subject proposed to the especial locality, the application of a material so novel, presents difficulties to alarm the most sanguine and enthusiastic temperament; but the result, if successful, will be glorious, and form an era in the history of modern art. The composition and arrangement must have the simple severity of a bas-relief; and, from the immense scale of the figures, will require the utmost correctness as well as largeness of style. Beccafumi was assisted in the execution of his great work by two able sculptors; but the designs were entirely his own. We may return again to the consideration of this famous pavement, and the imitation of it, or, rather, adoption of the same material by M. de Triqueti. The contemplated decoration of our Parliament House renders every suggestion of the kind at this moment particularly interesting and important. — *Athenæum.*

PORCELAIN TOWER AT NANKING.

A British officer obtained some particulars and a printed paper from a person in charge of the above edifice, which, being translated, has recently arrived in England, from which we are enabled to give a brief description of it. It exhibits, in a striking but melancholy manner, the gross incredulity and superstition of the Chinese. Subjoined is an extract from the literal translation:—

"After the removal of the Imperial residence from Nanking to Pekin, this temple was erected by the bounty of the Emperor Yunglo. The work of erection occupied a period of nineteen years. The building consists of nine stories of variegated porcelain, and its height is about 350 feet, with a pineapple of gilt copper at the summit. Above each of the roofs is the head of a dragon, from which, supported by iron rods, hang eight bells, and below, at right angles, are eighty bells, making in all 152. On the outside of the nine stages there are 128 lamps; and below, in the centre of the octagonal hall, twelve porcelain lamps. Above they illuminate the thirty-three heavens, and below they enlighten both the good and the bad among men. On the top are two copper boilers, weighing 1,200 lbs. and a dish of 600 lbs. weight, placed there in order constantly to avert human calamities.

"This pagoda has been the glory of the ages since Yunglo rebuilt and beautified it; and, as a monument of imperial gratitude, it is called the 'Temple of Gratitude.' The expense of its erection was 2,485,464 Chinese ounces of silver, equivalent to 150,000*l.* sterling.

"There are in this pagoda, as a charm against malignant influences, one carbuncle; as a preservative from water, one pearl; from fire, one pearl; from wind, one pearl; from dust, one pearl; with several Chinese translations of Sanscrit books relating to Buddha and Buddhism."

Lecompte, in his journey through China, says, "The wall at the bottom is at least twelve feet thick. The staircase is narrow and troublesome, the steps being very high; the ceiling of each room is beautified with paintings, and the walls of the upper rooms have several niches full of carved idols. There are several priests or bonzes attached to the building to keep it in order, and illuminate it on festival occasions. This is effected by means of lanterns made of thin oyster-shells, used by the Chinese instead of glass. These are placed at each of the eight angles, on every story, and the effect of the subdued light on the highly reflective surface to the tower is very striking and beautiful."

THE IRON TRADE.

Birmingham, Thursday, January 11.—The usual ironmasters' quarterly meetings have taken place during the present week at Walsall, Wolverhampton, and in this town. The assemblage in our Town-hall to-day was numerous, the great majority of the most extensive ironmasters from the surrounding districts and many from Wales being present.

During the last week it was reported that an attempt would be made to effect a reduction of the price of iron; and yesterday, at an adjourned meeting of masters held at Wolverhampton, in accordance with this prediction, a gentleman from London, largely interested in the iron trade, moved that bar-iron be reduced at the rate of 10*s.* per ton. The motion found a seconder, and that was all, for upon its being put to the meeting, the proposed resolution was, with the exception of its authors, rejected by the entire assembly. The prices, therefore, remain the same as last quarter—bar-iron from 5*l.* 10*s.* to 6*l.* per ton; pigs, according to their quality, from 2*l.* 15*s.* to 3*l.* 5*s.*; hoops, 6*l.* 10*s.*; and sheets, 7*l.* to 7*l.* 10*s.* Many of the most extensive works are in full employment, and altogether the trade presents a more cheering appearance than was anticipated about a month ago.

It is to be regretted, however, that a great proportion of the mining and iron workmen in the Staffordshire fields are joining the Northern Union for the obtainment of a higher rate of wages and the reduction of the time of work. This is the more to be regretted, as during the present year the masters in these districts, upon the first symptom of improved trade, generously came forward, and raised the amount of remuneration for some descriptions of labour 6*d.* per day. At the present time there are delegates from the neighbourhood of Newcastle-upon-Tyne prowling about Staffordshire, and daily and nightly employed in enlisting recruits into the Union. 6*d.* is paid upon the receipt of the admission, and 2*d.* per week as a subscription to the Union.

A circumstance in connection with the Northern Union has recently occurred, and is worthy of note. It has been the immemorial custom in the Staffordshire iron-coal districts for a fortnight's notice to be given, either by masters or men, previous to the termination of an engagement. Within these two or three weeks a number of men refused to work in a pit belonging to Messrs. Williams, Darlaston, because one of the men employed on the same works was not a member of the Union. Messrs. Williams retained the non-unionist; the consequence was, all the rest left work. Three of the ringleaders were apprehended, and committed to Stafford Gaol. An attempt is now being made to set aside the conviction as bad in law; and should the judges refuse to commit, the consequences will be very serious in the Staffordshire iron districts.

PATENTS RELATING TO ARCHITECTURE, ENGINEERING, &c.

Granted between the 24th November and the 23d December, 1843.

[SIX MONTHS FOR ENROLMENT.]

William Irving, of Regent-street, Lambeth, engineer, for improved machinery and apparatus for cutting and carving substances to be applied for inlaying and other purposes. Nov. 25.

Edward Tann the elder, Edward Tann the younger, and John Tann, of Minerva-terrace, Hackney-road, iron safe manufacturers, for certain improvements in locks and latches, and in iron rooms, doors, safes, chests, and other repositories. Nov. 25.

Alexander Vivian, of Gwennap, Cornwall, gentleman, for an improved apparatus for dressing ores. Nov. 25.

Joseph Rock, jun., of Birmingham, factor, for certain improvements in locks and latches. Nov. 25.

Thomas Drayton, of Brighton, gentleman, for improvements in coating glass with silver for looking-glasses and other uses. Nov. 25.

John Hick, of Bolton-le-moors, Lancaster, engineer, for certain improvements in steam-engines, and an apparatus to be connected therewith, for driving machinery, part of which improvements are applicable to forcing, lifting, and measuring water. Dec. 5.

Joseph Robinson, of Old Jewry, solicitor, for certain improvements in the construction and mode of working engines by the agency of air or gases, for obtaining or reproducing motive power. (Being a communication.) Dec. 5.

William Newton, of Chancery-lane, civil engineer, for improvements in extracting certain metals from ores and other compounds of these metals, some part or parts of which improvements are also applicable to obtaining another product or other products from such ores or compounds. (Being a communication.) Dec. 5.

Lawrence Holker Potts, of Greenwich, doctor of medicine, for certain improvements in the construction of piers, embankments, breakwaters, and other similar structures. Dec. 5.

Joseph Bishop, of Poland-street, Westminster, jeweller, for improvements in paving roads, streets, and other places. Dec. 8.

William Baddeley, of Lombard-street, civil engineer, for certain improvements in rotary engines. (Being a communication.) Dec. 8.

Henry Purser Vaile, of Blackfriars'-road, gentleman, for improvements in manufacturing metal combined with other matters, for covering floors and other surfaces. Dec. 13.

William Young, of Queen-street, Cheapside, lamp-maker, for improvements in the manufacture of lamps and gas-burners. Dec. 13.

Thomas Murray Gladstone, of New Swan Garden Iron Works, Wolverhampton, for certain improvements in machines for cutting or shearing iron or other metals. Dec. 28.

DESIGNS FOR ARTICLES RELATING TO ARCHITECTURE, ENGINEERING, &c.

Registered under 5th & 6th Vic., cap. 65.

Date of Register, 1843.	No. in Register.	Proprietor's Name.	Address.	Subject.
Nov. 27.	73	Alexander Milner.	50, Garden-st., Sheffield.	Ventilating drawer for perforated ventilating hearth-plates.
— 28.	75	Thomas Walker.	Wednesbury.	Bar-iron for bolt nuts.
— 29.	78	Frederick Finlay.	34, Bloomsbury-square.	Cast-iron fire-proof strong-room.
Dec. 5.	84	Henry Cobby.	General Steam Navigation Company's Office, Kingston-upon-Hull.	Apparatus for causing the paddle-wheels of a steam-vessel to revolve in a contrary direction to each other, and thereby to turn the vessel round.
— 7.	85	John Richardson.	62, Edgware-road.	Improved Chimney-cowl.
— 13.	90	William Middleton.	Birmingham.	Wheel for railway-carriages
— —	91	Jeakes and Willis.	Great Russell-st. Bloomsbury.	Improved Roasting-jack.
— 14.	93	John Middleton.	Birmingham.	Wheel for railway-carriages
— 23.	97	James Boyd.	78, Welbeck-st., Cavendish-square, London.	The Himalaya Funnel for the cure of smoky chimneys.

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